

Submission P001 (Loran Harding, August 30, 2011)

8-30-11



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The 28, 20	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	September 15, or October 13, 2011.	El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.
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Name/Nombre: Mr. Loran W. Harding
Organization/Organización: _____
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Phone Number/Número de Teléfono: _____
City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno Ca
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(Use additional pages if needed/Usar paginas adicionales si es necesario)

P001-1

① The intrusion barrier should extend north from Ashlan Ave to the point where the HSR tracks will go elevated south of Herndon Ave. It will now run between Clinton and Ashlan Ave. It should run further north.

P001-2

② Sound walls 8 feet tall should be built along the HSR tracks on their east side from Herndon Ave south clear through Fresno. So, tall sound walls should be a noise mitigation device used through all of Fresno.

Response to Submission P001 (Loran Harding, August 30, 2011)

P001-1

In accordance with design requirements, an intrusion barrier will be provided where the centerline of the HST tracks is at a distance of 46.5 to 73 feet from the centerline of the closest freight train (e.g., UPRR). Where the separation between tracks is larger, intrusion barriers are not required and are not provided. (Please see Section 2.4.2 of the Merced to Fresno Final EIR/EIS for more information. See also MF-Response-S&S-4 in the response to comments in the Merced to Fresno Final EIR/EIS.)

P001-2

Refer to Standard Response FB-Response-N&V-05.

Please see California High Speed Train Merced to Fresno Section Final EIR/EIS Section 3.4, Noise and Vibration, for a discussion of impacts and mitigation north of the proposed Fresno Station.

Submission P002 (John Hernandez, Central California Hispanic Chamber of Commerce, August 30, 2011)

8-30-11



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(Use additional pages if needed/Usar paginas adicionales si es necesario)

John Hernandez
Central California Hispanic Chamber of Commerce
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info@cehcc.com

P002-1

We would like to suggest that
the Authority choose the Palmdale / Lancaster
route as originally planned. What is the
Authority going to anger their supporters?
We already have our hands full with
Hanford & the Bay. Please explain the
logic behind this.



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
Federal Railroad
Administration

Response to Submission P002 (John Hernandez, Central California Hispanic Chamber of Commerce, August 30, 2011)

P002-1

The first construction section of the California High-Speed Train System requires a section of over 100 miles of high-speed track to test the high-speed trains. The Central Valley is the best location for this initial phase because it can serve as a test track for the eventual expansion of the HST System. High speed testing is crucial to the safe and efficient operation of the system. The relatively straight alignment would allow for the testing of track, signaling systems, and trainsets at operational speeds.

The Authority and FRA have divided the HST System into logical sections that will support operation of HST service between stations initially, such as between Fresno and Bakersfield, and as the system is expanded.

Fresno and Bakersfield are the two largest cities in the San Joaquin Valley. They are both surrounded by metropolitan areas and are economic hubs within the region. Given their potential ridership and regional economic importance, they make logical termini for a section of the HST system.

The Revised 2012 Business Plan (Authority 2012a) describes the Authority's plan for the long-term development of the HST System using a combination of federal, state, and private financing. The Revised 2012 Business Plan is available on the Authority's website.

Submission P003 (John Hernandez, Central California Hispanic Chamber of Commerce, August 30, 2011)

8-30-11



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(Use additional pages if needed/Usar paginas adicionales si es necesario)

P003-1

The members of the chamber have expressed to me that they want a true high speed rail system from LA to San Francisco.
The taxpayers voted for a stateaid high speed rail system. Not a commuter system for San Jose to San Francisco.
The people in the Central Valley & Southern California want to have high speed access to all the way to San Francisco not just San Jose.

8-30-11



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I would like to request that the authority include a conference meeting over for business meeting & small events. Several small business rooms would also be necessary.

John Hernandez

Response to Submission P003 (John Hernandez, Central California Hispanic Chamber of Commerce, August 30, 2011)

P003-1

Refer to Standard Response FB-Response-GENERAL-09, FB-Response-GENERAL-11.

As discussed in Section 2.1.1 of the EIR/EIS, the California HST System is planned to be implemented in two phases. Phase 1 would connect San Francisco to Los Angeles and Anaheim via the Pacheco Pass and the Central Valley. There are no plans to terminate the system at San Jose.

Submission P004 (John Hernandez, Central California Hispanic Chamber of Commerce, August 30, 2011)



August 30, 2011

CA High Speed Rail Authority:

The Central California Hispanic Chamber of Commerce is a strong supporter of the CA High Speed Rail project. We do have a few concerns over the project. Please see the below questions.

P004-1

1. Please outline the training component for the rail workers, steel workers, concrete, and general labors. If you have not done so the Chamber is interested in assisting with this outreach to the workers and the training.

P004-2

2. Please outline your community outreach to the Spanish speaking community in the state. If you have not done so the Chamber is interested in assisting with this outreach.

P004-3

3. How can the chamber and its 600 members help the authority in the short term and the long term?

Thank you,

John Hernandez
Executive Director
Central California Hispanic Chamber of Commerce
559-495-4817 Info@cchcc.net www.cchcc.net

Response to Submission P004 (John Hernandez, Central California Hispanic Chamber of Commerce, August 30, 2011)

P004-1

As described under Mitigation Measure SO-6, Continue Outreach to Disproportionately and Negatively Impacted Environmental Justice Communities of Concern, the Authority "will develop special recruitment, training, and job set-aside programs so that minority and low-income populations are able to benefit from jobs created by the project."

The project is anticipated to be constructed under a Design/Build process; therefore, the selected Design/Build contractor and their associated subcontractors will be the hiring and training agents for rail workers, steel workers, and concrete and general laborers. According to the Authority's Title VI policy, all contractors and subcontractors must comply with Title VI in regard to hiring, training, and outreach efforts.

P004-2

Refer to Standard Response FB-Response-GENERAL-16.

The Authority would welcome the Chamber's participation and support in ensuring that the Authority's continued outreach efforts to the state's Hispanic population meet and exceed expectations.

P004-3

Information pertaining to the Authority's Environmental Justice outreach efforts to date can be found in Chapter 7, Public and Agency Involvement, of the Revised DEIR/Supplemental DEIS. The Fresno to Bakersfield Section regional outreach team would be happy to talk to representatives of your organization regarding opportunities for both short-term and long-term involvement. Please contact us at 866-761-7755.

Submission P005 (Yonas Paulos, August 30, 2011)

8-30-11



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P005-1

PLEASE start working or digging NOW thank you

MAY GOD bless you!!!



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High-Speed Rail Authority



U.S. Department
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**Federal Railroad
Administration**

Response to Submission P005 (Yonas Paulos, August 30, 2011)

P005-1

Refer to Standard Response FB-Response-GENERAL-09.